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LEGISLATIVE HISTORY

Public Law 15 -- 82nd Congress

Chapter 25-- 1st Session

S. 683

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ASTOR LENOX TILDEN FOUNDATION
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S. 683

IN SENATE,

January 1, 1883.

A BILL

For the relief of the State of New York.

Enacted at Albany, New York, this 1st day of January, 1883.

82D CONGRESS
1ST SESSION

S. 683

IN THE SENATE OF THE UNITED STATES

JANUARY 25 (legislative day, JANUARY 8), 1951

Mr. JOHNSON of Colorado (by request) introduced the following bill; which was read twice and referred to the Committee on Interstate and Foreign Commerce

A BILL

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, by reason of emergency conditions in transportation
4 on the Great Lakes, notwithstanding the provisions of section
5 27 of the Act of June 5, 1920 (41 Stat. 999), as amended
6 by Act of April 11, 1935 (49 Stat. 154), and by Act of
7 July 2, 1935 (49 Stat. 442), or the provisions of any other
8 Act, or regulation, vessels of Canadian registry shall be per-
9 mitted to transport iron ore between United States ports on

- 1 the Great Lakes until December 31, 1951, or until such
- 2 earlier time as the Congress by concurrent resolution or the
- 3 President by proclamation may designate.

82D CONGRESS
1ST SESSION

S. 683

A BILL

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

By Mr. JOHNSON of Colorado

JANUARY 25 (legislative day, JANUARY 8), 1951
Read twice and referred to the Committee on
Interstate and Foreign Commerce

1. The first part of the report is a general
2. statement of the purpose of the study.
3. The second part is a description of the
4. methods used in the study.

RESULTS

The results of the study are presented in
the following table.

Year	1980	1981	1982	1983	1984
1980	100	100	100	100	100
1981	100	100	100	100	100
1982	100	100	100	100	100
1983	100	100	100	100	100
1984	100	100	100	100	100

TABLE I

1980-1984

H. R. 2338

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 2, 1951

Mr. HART (by request) introduced the following bill; which was referred to the Committee on Merchant Marine and Fisheries

A BILL

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, by reason of emergency conditions in transportation on
4 the Great Lakes, notwithstanding the provisions of section
5 27 of the Act of June 5, 1920 (41 Stat. 999), as amended
6 by Act of April 11, 1935 (49 Stat. 154), and by Act of
7 July 2, 1935 (49 Stat. 442), or the provisions of any other
8 Act, or regulation, vessels of Canadian registry shall be
9 permitted to transport iron ore between United States ports
10 on the Great Lakes until December 31, 1951, or until such
11 earlier time as the Congress by concurrent resolution or the
12 President by proclamation may designate.

82^d CONGRESS
1st Session

H. R. 2338

A BILL

Authorizing vessels of Canadian registry to
transport iron ore between United States
ports on the Great Lakes during 1951.

By Mr. HART

FEBRUARY 2, 1951

Referred to the Committee on Merchant Marine and
Fisheries

11. 5. 1886

4. 11. 1886

AUTHORIZING VESSELS OF CANADIAN REGISTRY TO
TRANSPORT IRON ORE BETWEEN UNITED STATES
PORTS ON THE GREAT LAKES DURING 1951

FEBRUARY 21 (legislative day, JANUARY 29), 1951.—Ordered to be printed

Mr. MAGNUSON, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT

[To accompany S. 683]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (S. 683) authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

PURPOSE OF THE BILL

Letters of evidence have been submitted to the committee that the demand for steel continues at an exceedingly high level. If this demand is to be satisfied, stockpiles of ore must be built up during the shortened season to insure a supply for the furnaces for the period the Lakes are closed to navigation, which is normally from December to April of the following year. The demand for steel continues unabated, there are not enough carriers in the American fleet to transport sufficient ore to supply the furnaces and to provide for stockpiling during the closed winter season. Also, that the foreseeable demand for steel is likely to remain at its present high level for some months to come. It appears that the only way to alleviate the condition now existing on the Great Lakes and thereby insure the continued high level of production is to permit the operation of Canadian ore carriers in the transportation of iron ore between American ports. The bill provides that section 27 of the Merchant Marine Act, 1920, and related acts, which prohibit the operation of foreign-flag vessels in our domestic trades, be waived as to Canadian ore carriers for the balance of the 1951 navigation season on the Great Lakes.

According to estimates that have been furnished to the Defense Transport Administration by the Defense Minerals Administration, the quantity of iron ore which must be obtained from the Lake Superior region in the year 1951 to keep the steel mills operating at 98 percent of capacity will be 91,500,000 long tons. The present carrying capacity of the Great Lakes fleet under American flag suitable for transportation of iron ore is estimated at 82,000,000 long tons. The indicated deficit in vessel carrying capacity, therefore, is 9,500,000 long tons. It is essential to take such steps as are available to us to increase the carrying capacity of the ore fleet. The method provided for in S. 683 is one that was used in World War II and during the postwar period. The last legislation on the subject was contained in section 5, Public Law 591, Eighty-first Congress, second session (64 Stat. 309), and the permission therein granted expired on December 31, 1950.

DEFENSE TRANSPORT ADMINISTRATION,
Washington 25, D. C., January 22, 1951.

Hon. EDWIN C. JOHNSON,
*Chairman, Committee on Interstate and Foreign Commerce,
United States Senate, Washington 25, D. C.*

DEAR SENATOR JOHNSON: Enclosed herewith is a draft copy of a bill which would authorize vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate. The Defense Transport Administration recommends its introduction and early passage.

According to estimates that have been furnished to the Defense Transport Administration by the Defense Minerals Administration, the quantity of iron ore which must be obtained from the Lake Superior region in the year 1951 to keep the steel mills operating at 98 percent of capacity will be 91,500,000 long tons. The present carrying capacity of the Great Lakes fleet under American flag suitable for transportation of iron ore is estimated at 82,000,000 long tons. The indicated deficit in vessel carrying capacity, therefore, is 9,500,000 long tons. It is essential that we take such steps as are available to us to increase the carrying capacity of the ore fleet. The method suggested in the draft copy is one that was used in World War II and during the postwar period. The last legislation on the subject was contained in section 5, Public Law 591, Eighty-first Congress, second session (64 Stat. 309), and the permission therein granted expired on December 31, 1950.

As you know, the Great Lakes shipping season normally opens in March or April. It is deemed highly desirable that the proposed legislation be enacted promptly so as to make the Canadian vessels available at the beginning of the season.

The proposed bill has been submitted to the Bureau of the Budget and I am authorized by the Director of the Bureau to state to you that the proposed legislation is consistent with the President's program.

Very truly yours,

JAMES K. KNUDSON, *Administrator.*

THE SECRETARY OF COMMERCE,
Washington 25, February 9, 1951.

Hon. EDWIN C. JOHNSON,
*Chairman, Committee on Interstate and Foreign Commerce,
United States Senate, Washington, D. C.*

DEAR MR. CHAIRMAN: This letter is in reply to your request dated January 27, 1951, for the views of the Department with respect to S. 683, a bill authorizing vessels of Canadian registry to transport iron ore on the Great Lakes during 1951.

After allowing for supplies of iron ore from other places, it appears that the capacity in 1951 of United States vessels for bulk transport on the Great Lakes is inadequate to carry the ore requirements for the steel industry during the 1951 season and the need for Canadian ore boats is established. In addition there is

a real need to rebuild ore inventories at lower lake ports and at blast furnaces because stocks have been depleted below working levels by the abnormally short shipping season of 1950.

The construction of several additional bulk carriers has been contracted for but the first of this new construction cannot be delivered until 1952. The Maritime Administration has approved the sale of six Government-owned vessels for conversion as package and bulk carriers for Great Lakes operation but it is not certain that conversion will be completed in sufficient time to make the tonnage fully effective in 1951. Another additional vessel purchased from the Maritime Administration for conversion as an ore carrier may be available in midseason.

We, therefore, urge the enactment of S. 683. We are advised by the Bureau of the Budget that enactment of this legislation would be in accord with the program of the President. If we can be of further assistance to you in this matter, please call on us.

Sincerely yours,

CHARLES SAWYER, *Secretary of Commerce.*

COMPTROLLER GENERAL OF THE UNITED STATES,
Washington 25, February 8, 1951.

HON. EDWIN C. JOHNSON,

*Chairman, Committee on Interstate and Foreign Commerce,
United States Senate.*

MY DEAR MR. CHAIRMAN: Reference is made to your letter of January 27, 1951, acknowledged by telephone January 30, 1951, requesting any comments I may care to offer concerning S. 683, Eighty-second Congress, entitled "A bill authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951."

The bill provides:

"That, by reason of emergency conditions in transportation on the Great Lakes, notwithstanding the provisions of section 27 of the Act of June 5, 1920 (41 Stat. 999), as amended by Act of April 11, 1935 (49 Stat. 154), and by Act of July 2, 1935 (49 Stat. 442), or the provisions of any other Act, or regulation, vessels of Canadian registry shall be permitted to transport iron ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate."

Legislative permission for vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes has been in effect continuously since May 31, 1941, when Public Law 90, Seventy-seventh Congress, granted authority for such transport for the calendar 1941 season. Similar permission was again granted for the 1942 season by the act of January 27, 1942, Public Law 416, Seventy-seventh Congress, and was continued for the duration of the war by the act of August 1, 1942, Public Law 695, Seventy-seventh Congress.

This permission was repealed by Senate Joint Resolution 123, Eightieth Congress, a general repealer terminating wartime emergency legislation; however, similar permission was extended on an annual basis for each shipping season since that time by separate acts, the latest acts being Public Law 26, Eighty-first Congress—subject of my report to you dated March 2, 1949, on Senate Joint Resolution 52, Eighty-first Congress—extending permission for vessels of Canadian registry to transport iron ore between United States on the Great Lakes during the period from March 15 to December 15, 1949, inclusive, and section 5 of Public Law 591, Eighty-first Congress, extending such permission from the date of its enactment—June 30, 1950—to December 31, 1950, or until such earlier time as the President by order may designate.

House Report No. 2353, Eighty-first Congress, accompanying S. 3571, which was enacted into the said Public Law 591, indicates, on page 7, that the legislation was necessary due to the fact that the demand for steel required a greater quantity of iron ore than the American-flag fleet of ore carriers on the Great Lakes was capable of handling and that the only way to insure the continued high level of steel production was to permit the operation of Canadian ore carriers in the transportation of iron ore between United States ports. Senate Report No. 110, Eighty-first Congress, accompanying Senate Joint Resolution 52, which was enacted into the said Public Law 26, and other Senate and House reports covering the bills for the preceding years disclose the same reasons for enactment.

4 AUTHORIZING CANADIAN VESSELS TO TRANSPORT IRON ORE

Although this office has no special information as to the need for the proposed legislation other than as set out above, there is not perceived any objection to its enactment. It would seem that if the American-flag fleet of ore carriers on the Great Lakes is still inadequate to handle the necessary quantity of iron ore, the enactment of this legislation is imperative, in view of the importance of the continued high level of steel production to the defense program.

Sincerely yours,

FRANK L. YATES,
Acting Comptroller General of the United States.

CLEVELAND, OHIO.

Hon. EDWIN C. JOHNSON,
*Chairman, Committee on Interstate and Foreign Commerce,
United States Senate, Senate Office Building, Washington, D. C.:*

Producers and shippers of Lake Superior iron ore urge prompt enactment of S. 683 authorizing Canadian vessels to transport iron ore between United States lake ports during 1951 season. Important to have maximum possible shipping capacity available at opening of navigation in order to transport enormous tonnage of ore required for the defense program. Many new American vessels are under construction or on order but cannot be ready for this year.

Respectfully submitted.

M. D. HARBAUGH,
Vice President, the Lake Superior Iron Ore Association.

CLEVELAND, OHIO.

Hon. WARREN G. MAGNUSON,
*Chairman, Merchant Marine Subcommittee,
Committee on Interstate and Foreign Commerce,
United States Senate:*

Lake Carriers' Association greatly appreciates the courtesy of your inquiry concerning S. 683. Association has no objection to proposed legislation provided waiver limited to transportation iron ore between United States ports on Great Lakes for 1951 season of navigation only.

GILBERT R. JOHNSON,
Counsel, Lake Carriers' Association.

CLEVELAND, OHIO.

Hon. EDWIN C. JOHNSON,
*Chairman, Interstate and Foreign Commerce Committee,
Senate Office Building:*

With reference to S. 683 introduced by you concerning waiver of coastwise law to permit use of Canadian vessels on Great Lakes in transportation of iron ore for season of navigation 1951, we urgently request prompt passage to insure use of vessels at opening of navigation. The tonnages of iron ore which these vessels can carry is highly important in helping provide sufficient iron ore for the defense program. Iron and steel demand will require every ton which can be moved. This committee organized for purpose of advising and assisting interested governmental agencies in expediting production and transportation of iron ore for national defense.

THE LAKE ORE COAL AND VESSEL COMMITTEE,
C. L. WYMAN, *Executive Director.*

82D CONGRESS
1ST SESSION

S. 683

[Report No. 119]

IN THE SENATE OF THE UNITED STATES

JANUARY 25 (legislative day, JANUARY 8), 1951

Mr. JOHNSON of Colorado (by request) introduced the following bill; which was read twice and referred to the Committee on Interstate and Foreign Commerce

FEBRUARY 21 (legislative day, JANUARY 29), 1951

Reported by Mr. MAGNUSON, without amendment

A BILL

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, by reason of emergency conditions in transportation
4 on the Great Lakes, notwithstanding the provisions of section
5 27 of the Act of June 5, 1920 (41 Stat. 999), as amended
6 by Act of April 11, 1935 (49 Stat. 154), and by Act of
7 July 2, 1935 (49 Stat. 442), or the provisions of any other
8 Act, or regulation, vessels of Canadian registry shall be per-
9 mitted to transport iron ore between United States ports on
10 the Great Lakes until December 31, 1951, or until such
11 earlier time as the Congress by concurrent resolution or the
12 President by proclamation may designate.

82^d CONGRESS
1st Session

S. 683

[Report No. 119]

A BILL

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

By Mr. JOHNSON of Colorado

JANUARY 25 (legislative day, JANUARY 8), 1951
Read twice and referred to the Committee on
Interstate and Foreign Commerce
FEBRUARY 21 (legislative day, JANUARY 29), 1951
Reported without amendment

tract of Columbia and is easily accessible to the District of Columbia by all modern means of transportation; and

"Whereas the inland location of the city of Cumberland places it sufficiently far from the District of Columbia as to give a measure of tactical safety for air raids; and

"Whereas there is an abundant labor supply and a variety of possible sites for the establishment of any such Federal departments or agencies in Cumberland: Now, therefore, be it

Resolved by the House of Delegates of Maryland, That the Federal Government be urged to give full consideration to the possibilities of establishing units and agencies of the Federal Government in the city of Cumberland as part of its program for the dispersal of the many offices and agencies now located in and around the District of Columbia; and be it further

"Resolved, That the chief clerk of the house be instructed to send copies of this resolution to the President of the United States and to each member of the Maryland delegation in the Congress of the United States.

"By the house of delegates, February 13, 1951.

"Resolution adopted.

"By order Raymond H. Miller, chief clerk.

"JOHN C. LUBER,

"Speaker of the House of Delegates.

"RAYMOND H. MILLER,

"Chief Clerk of the House of Delegates."

MINIMUM PRICE CEILINGS ON MILK— RESOLUTION OF PURE MILK PRODUCTS COOPERATIVE, FOND DU LAC, WIS.

Mr. WILEY. Mr. President, I have received from William O. Perdue, general manager of the Pure Milk Products Cooperative, of 18 West First Street, Fond du Lac, Wis., an important resolution regarding the maintenance of minimum price ceilings on milk in non-Federal milk order areas. I ask unanimous consent that the text of Mr. Perdue's resolution be printed at this point in the body of the RECORD and be thereafter referred to the appropriate committee.

There being no objection, the resolution was referred to the Committee on Banking and Currency and ordered to be printed in the RECORD, as follows:

Be it resolved, That the State board of directors of Pure Milk Products Cooperative, in official session at Fond du Lac, February 8, 1951, does hereby urge the retention of title 4 of the Defense Production Act which contains the Cole-Ives amendment providing for minimum price ceilings on milk in non-Federal order areas. It is pointed out that there is no conflict as between this amendment and the Federal Marketing Agreement Act. On the contrary, the effect of the Cole-Ives amendment will be to aid in preserving price balances as between the Federal and the non-Federal order markets; be it further

Resolved, That a copy of this resolution be sent to Wisconsin's Senators and Congressmen, urging them to support and defend the Cole-Ives amendment to the Defense Production Act of 1950 as presently written, together with other safeguards contained in the act relating to minimum price ceilings for milk in Federal order markets and for milk and dairy products in other markets.

PROTEST AGAINST TAXATION OF MUNICIPAL BOND INTEREST—RESOLUTION OF WAUSAU (WIS.) COMMON COUNCIL

Mr. WILEY. Mr. President, I have this morning received from J. L. Brown, city clerk, of Wausau, Wis., a resolution adopted by the common council of that

community on February 13. The resolution opposes the proposal of the Secretary of the Treasury to tax the interest on municipal bonds. I ask unanimous consent that the resolution be printed in the RECORD and be thereafter referred to the appropriate committee.

There being no objection, the resolution was referred to the Committee on Finance, and ordered to be printed in the RECORD, as follows:

Whereas, heretofore, interest on municipal bonds has not been subject to Federal income taxation; and

Whereas such freedom from income tax has made it possible for municipalities to borrow money for improvements at a low rate of interest; and

Whereas the city of Wausau has heretofore been able to finance public improvements at an extremely low rate of interest because of such income-tax exemption; and

Whereas it has now been proposed by the Secretary of the Treasury that interest on municipal bonds be subjected to income tax; and

Whereas there have been similar proposals in the past all of which have been decisively defeated in the interest of the welfare of municipalities; and

Whereas if the interest on municipal bonds is subjected to income tax as proposed, the result would be merely to raise the interest rates which municipalities would be obligated to pay on their obligations, and thereby the burden of such income taxes would be transferred to the general property taxpayer; and

Whereas such a step would make it difficult and far more costly to municipalities to finance public improvements; and

Whereas such a step would place an undue, unwarranted, and unnecessary burden upon municipalities: Now, therefore, be it

Resolved by the Common Council of the City of Wausau, That any attempt to subject interest on municipal bonds to Federal income taxation be and is opposed; be it further

Resolved, That the clerk send a copy of this resolution to the Honorable REID F. MURRAY, Congressman from the Seventh Congressional District, and to Senator WILEY and Senator McCARTHY.

HOMER L. DUNCAN,

GEORGE W. RAKOW,

HENRY J. LUSSIER,

HELEN OHM.

AID TO VOCATIONAL EDUCATION—RESOLUTION OF WISCONSIN ASSOCIATION OF DIRECTORS OF VOCATIONAL AND ADULT EDUCATION

Mr. WILEY. Mr. President, I have received this morning from John G. Ausman, president of the Wisconsin Association of Directors of Vocational and Adult Education, an important resolution on the subject of continued fulfilling of this vital program. We of Wisconsin have pioneered in the field of vocational training and for that reason I am particularly interested in the comments made by that able group of American leaders. I ask unanimous consent that the text of the resolution adopted at the meeting in Madison by the association be printed at this point in the body of the RECORD, and referred to the appropriate committee.

There being no objection, the resolution was referred to the Committee on Appropriations, and ordered to be printed in the RECORD, as follows:

Whereas the George-Barden Act, Public Law 586, Seventy-ninth Congress, chapter 725, second session, authorized an appropri-

ation of \$28,850,000 as aid to the States for the further development of vocational education; and

Whereas an appropriation of \$19,842,769.97 has been made available by Congress under the provisions of Public Law 586, Seventy-ninth Congress, and

Whereas the State of Wisconsin has received an annual allotment of \$165,450.77 for instruction in agriculture, distributive occupations, home economics, and trades and industries which has been expended for purposes authorized in the act, and contributes materially to the successful program of vocational education in the State; and

Whereas the budget submitted by President Truman to the present session of Congress recommends an appropriation of only \$9,842,760 under the provisions of this act to be distributed under the formula set up in the act and Wisconsin's allotment of aid will, therefore, be reduced to \$181,934.03, and the Bureau of the Budget has recommended that \$10,000,000 available in the past as aid to the States for vocational education be appropriated to be used for defense training and training for essential civilian employment only, and not subject to apportionment under the provisions of the act; and

Whereas the Wisconsin Association of Local Directors of Vocational and Adult Education meeting in Madison on Wednesday, February 7, respectfully wishes to point out to each Member of Congress from Wisconsin that—

1. This reduced appropriation will seriously hamper the present program of vocational education operating in the State in the fields of vocational agriculture, trade, and industrial education, home economics, and distributive education and may result in the discontinuance of programs in communities in the State.

2. That the existing programs of vocational education contribute materially to our economy from the standpoint of defense training: Therefore be it

Resolved, That the Wisconsin Association of Local Directors of Vocational and Adult Education urge Members of Congress from Wisconsin that funds appropriated under the provisions of Public Law 586 as aid to the States for vocational education should not at this time be reduced but should be increased to the full \$28,850,000 authorized in the act; be it further

Resolved, That a copy of this resolution be sent to every Member of Congress from the State of Wisconsin by the president of the Wisconsin Association of Local Directors of Vocational and Adult Education.

FOOD FOR THE PEOPLE OF INDIA—EDITORIAL FROM THE HINDUSTAN TIMES

Mr. HUMPHREY. Mr. President, on February 15, I was proud to be a co-sponsor of proposed legislation designed to provide 2,000,000 tons of food grains for the people of India. It is my sincere hope that the Senate Foreign Relations Committee will soon act favorably to report this measure to the floor of the Senate for action.

This proposed legislation is an indication of the growing spirit of friendship by the people of the United States for the people of India. As evidence of that friendship, I hold in my hand an editorial from the Hindustan Times of February 14, 1951, published in New Delhi, India. I ask unanimous consent to have the editorial printed at this point in the body of the RECORD, and appropriately referred.

There being no objection, the editorial was ordered to be printed in the RECORD

and referred to the Committee on Foreign Relations, as follows:

[From the Hindustan Times, New Delhi, India, of February 14, 1951]

A GENEROUS GESTURE

President Truman's message to Congress to authorize the supply of 2,000,000 tons of food grains for India will be widely welcomed in this country, especially, coming as it does after the recent divergence in the United States and Indian foreign policies over Korea. Referring to these differences, President Truman stated that they "should not blind us to the needs of the Indian people." He added: "These differences must not deflect us from our tradition of friendly aid to alleviate human suffering." The Indian Prime Minister has also stated in Parliament that India was not going to allow these differences to stand in the way of continued friendship with the United States. What will make the American gift more worth while, when it comes, is that it is being offered unconditionally, without any attempt to exact a price from India. The spirit of this gesture is bound to be deeply appreciated in this country. Indians have always responded warmly to acts of kindness and we have no doubt that as a result of American assistance received at a time when the rationing system in the country is on the point of breakdown, there will be increasing cordiality and friendship in the relationship between the two countries. India will remember with gratitude the help rendered in this regard by the timely declaration of sympathy by Mr. Hoover, whose word must have fortified President Truman, and the undoubted influence exerted on her behalf by the United States Ambassador, Mr. Loy Henderson.

Under the scheme of relief placed by President Truman before the United States Congress, India will receive 1,000,000 tons of food grains as an outright gift, India paying the transport charges. The other million tons, for which also the President has asked for authorization, will be sent after an American mission has made on-the-spot appraisal of conditions in this country. Proceeds from the sale of these food grains in Indian currency will be placed in a special account which will be utilized for the improvement of Indian agriculture and development of natural resources, in order to deal with the root causes of recurring food crises. To get over the shipping difficulty, ships are to be taken from the American moth-ball fleet and on their return voyages these ships will help to relieve the shortage of shipping impeding the flow of scarce materials to the United States of America. Thus not only will the grant of food grains relieve the immediate food shortage but the use of counterpart funds, as in the case of other ECA countries, will help in the rehabilitation of Indian agriculture. India's food shortage is chronic in the sense that, with the separation of Burma and the creation of Pakistan, large food-growing areas have ceased to be part of the country and, consequently, food sufficiency can come only by way of increased production and the bringing of fresh land under cultivation. American generosity will thus be of assistance to us in forging ahead with our program of food self-sufficiency as well. It is to be hoped that the legislation will be passed by the United States Congress without unnecessary delay, as the time factor is of vital importance.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. BYRD, from the Committee on Armed Services:

H. R. 1001. A bill to authorize the construction of modern naval vessels, and for other purposes; without amendment (Rept. No. 118).

By Mr. MAGNUSON, from the Committee on Interstate and Foreign Commerce:

S. 683. A bill authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951; without amendment (Rept. No. 119).

NATIONAL SECURITY TRAINING ACT OF 1951—REPORT OF A COMMITTEE

Mr. JOHNSON of Texas. Mr. President, from the Committee on Armed Services, I report unanimously, with amendments, the bill (S. 1) to provide for the common defense by establishing a universal training program, and for other purposes, and I submit a report (No. 117) thereon. The amendments are in the nature of a substitute to the original text of the bill and to the title.

I should like to call the attention of the Senators to the fact that the printed bill and the committee report should be available for distribution tomorrow. The committee hearings have been available for several days and a great number of copies have been sent to the various Senators.

This bill addresses itself to a very fundamental proposition.

The greater the degree of familiarity with the text of the legislation which each Member of the Senate has, the more effective will our consideration of the legislation be.

For that reason I am hopeful that the Senators will find it possible to give to this bill and the committee report such advance study as the very crowded schedule of a Senator will permit.

The VICE PRESIDENT. The report will be received, and the bill will be placed on the calendar.

BILLS INTRODUCED

Bills were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. LODGE:

S. 914. A bill for the relief of Masako Miyazaki; to the Committee on the Judiciary.

By Mr. SCHOEPPFEL:

S. 915. A bill for the relief of Betty Minoru Kawachi; and

S. 916. A bill for the relief of Sheldon J. Coffman; to the Committee on the Judiciary.

By Mr. SALTONSTALL:

S. 917. A bill for the relief of Arnold Csapo and his wife, Gizella Csapo; to the Committee on the Judiciary.

By Mr. HUNT:

S. 918. A bill to provide for an increase in grade on the Regular Air Force retired list of certain officers who are called to active duty subsequent to their retirement; to the Committee on Armed Services.

By Mr. O'CONOR:

S. 919. A bill to amend the Clayton Act with respect to the recovery of triple damages under the antitrust laws, and for other purposes; to the Committee on the Judiciary.

By Mr. McCARRAN:

S. 920. A bill for the relief of Marcelle Lecomte; to the Committee on the Judiciary.

By Mr. McCLELLAN:

S. 921. A bill to amend section 304 of the Federal Property and Administrative Services Act of 1949 and section 4 of the Armed Services Procurement Act of 1947; to the Committee on Expenditures in the Executive Departments.

By Mr. HENNINGS:

S. 922. A bill to repeal the proviso against the filling of the vacancy in the office of district judge for the eastern and western

districts of Missouri; to the Committee on the Judiciary.

By Mr. KERR:

S. 923. A bill to extend the basis for appellate reviews in Veterans' Administration; and

S. 924. A bill to define service as a member of the Women's Army Auxiliary Corps as active military service under certain conditions; to the Committee on Finance.

S. 925. A bill to establish a Federal Board of Hospitalization, and for other purposes; to the Committee on Labor and Public Welfare.

By Mr. NEELY (by request):

S. 926. A bill amending the Civil Service Retirement Act of May 29, 1930, as amended; to the Committee on Post Office and Civil Service.

By Mr. RUSSELL:

S. 927. A bill to amend section 6 of the Central Intelligence Agency Act of 1949; to the Committee on Armed Services.

By Mr. RUSSELL (by request):

S. 928. A bill to promote the national defense by authorizing the construction of aeronautical research facilities by the National Advisory Committee for Aeronautics necessary to the effective prosecution of aeronautical research; and

S. 929. A bill to authorize the detail of officers of the Armed Forces to any duty or position with the Department of Commerce in connection with the work of promoting civil aviation; to the Committee on Armed Services.

By Mr. KNOWLAND:

S. 930. A bill for the relief of Ivan Herben, his wife, son, and daughter-in-law; and

S. 931. A bill for the relief of Bernard Kenji Tachibana; to the Committee on the Judiciary.

By Mr. BENNETT (for himself and Mr. WATKINS):

S. 932. A bill for the relief of Dr. Cheng Yeh; to the Committee on the Judiciary.

By Mr. CLEMENTS:

S. 933. A bill for the relief of the estate of Arch F. Hancock; to the Committee on the Judiciary.

By Mr. ANDERSON:

S. 934. A bill to amend the War Claims Act of 1948; to the Committee on the Judiciary.

By Mr. RUSSELL (by request):

S. 935. A bill to authorize the reimbursement of certain naval attachés, observers, and other officers for certain expenses incurred while on authorized missions in foreign countries; to the Committee on Armed Services.

By Mr. MURRAY:

S. 936. A bill to provide for the construction of certain Veterans' Administration hospitals; to the Committee on Labor and Public Welfare.

(Mr. BRICKER introduced Senate bill 937, to extend to nations with which the United States engages in armed conflict the provisions of the Trading With the Enemy Act, which was referred to the Committee on the Judiciary and appears under a separate heading.)

By Mr. BRICKER (for himself and Mr. HOEY):

S. 938. A bill to amend section 2 of the act entitled "An act to incorporate the National Society of the Daughters of the American Revolution"; to the Committee on the Judiciary.

By Mr. LANGER:

S. 939. A bill to provide for the designation of the lignite research laboratory at Grand Forks, N. Dak., as the Charles R. Robertson Laboratory; to the Committee on Interior and Insular Affairs.

(Mr. HOLLAND (for himself, Mr. BRICKER, Mr. BUTLER of Maryland, Mr. BUTLER of Nebraska, Mr. BYRD, Mr. CAIN, Mr. CAPEHART, Mr. CARLSON, Mr. CONNALLY, Mr. CORDON, Mr. DUFF, Mr. EASTLAND, Mr. ELLENDER, Mr. FREAR, Mr. HENDRICKSON, Mr. HICKENLOOPER, Mr.

amendment to strike out all after the enacting clause and insert:

That solely for the purposes of sections 4 (a) and 9 of the Immigration Act of 1924, as amended, Irmgard Kohler shall be held and considered to be the minor child of her father, Alois Kohler, a naturalized United States citizen.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

FREIDOUN JALAYER

The Senate proceeded to consider the bill (S. 548) for the relief of Freidoun Jalayer, which had been reported from the Committee on the Judiciary with an amendment to strike out all after the enacting clause and insert:

That, for the purposes of the immigration and naturalization laws, Freidoun Jalayer shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this act, upon payment of the required visa fee and head tax. Upon the granting of permanent residence to such alien as provided for in this act, the Secretary of State shall instruct the proper quota-control officer to deduct one number from the appropriate quota for the first year that such quota is available.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

EVALD FERDINAND KASK

The Senate proceeded to consider the bill (S. 648) for the relief of Evald Ferdinand Kask, which had been reported from the Committee on the Judiciary with an amendment to strike out all after the enacting clause and insert:

That, for the purposes of the immigration and naturalization laws, Evald Ferdinand Kask shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this act, upon payment of the required visa fee and head tax. Upon the granting of permanent residence to such alien as provided for in this act, the Secretary of State shall instruct the proper quota-control officer to deduct one number from the appropriate quota for the first year that such quota is available.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

GEORGE PANTELAS

The bill (S. 666) for the relief of George Pantelas was announced as next in order.

Mr. SCHOEPPPEL. Mr. President, reserving the right to object, I note that the Department of Justice is opposed to the relief provided in the bill because of the alien's past criminal record, due to evidence of his disregard for the laws and principles of the United States. I should like to ask the able chairman of the Committee on the Judiciary if, on the basis of the committee's deliberations, he feels that the criminal record of the individual involved has been mitigated in such a manner as to warrant the passing of the measure over the objection of the Department of Justice.

The PRESIDING OFFICER. The Senator from Nevada is recognized for 5 minutes.

Mr. McCARRAN. Mr. President, the committee does not recommend approval of the bill as a favor to the alien. The bill has been approved for the benefit of the alien's wife and child, who are both citizens of the United States. The bill does nothing for the alien himself except to let him remain in this country so that he may continue to support his wife and child.

Have I made the situation clear to the Senator from Kansas? Is the Senator satisfied with my explanation?

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

Mr. SCHOEPPPEL. Mr. President, I have no objection.

There being no objection, the Senate proceeded to consider the bill (S. 666) for the relief of George Pantelas, which had been reported from the Committee on the Judiciary with an amendment on page 2, at the top of the page, to strike out sections 2 and 3, as follows:

SEC. 2. In the administration of the immigration and naturalization laws, the said George Pantelas shall be considered as having been lawfully admitted to the United States for permanent residence as of May 28, 1940, the date of his last entry into the United States, upon payment of the required head tax and visa fee.

SEC. 3. The Secretary of State is authorized and directed to instruct the proper quota-control officer to deduct one number from the nonpreference category of the proper immigration quota.

So as to make the bill read:

Be it enacted, etc., That the Attorney General is authorized and directed to discontinue any deportation proceeding and to cancel any outstanding order and warrant of deportation, warrant of arrest, and bond, which may have been issued in the case of George Pantelas. From and after the date of enactment of this act the said George Pantelas shall not again be subject to deportation by reason of the same facts upon which such deportation proceedings were commenced or any such warrants and order have issued.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

RICHARD GREGORY RUNDLE AND BALIQUETTE ADELE RUNDLE

The bill (S. 282) for the relief of Richard Gregory Rundle and Baliquette Adele Rundle was announced as next in order.

The PRESIDING OFFICER. The Chair is advised that there is an identical House bill on the calendar. It is House bill 1165, Calendar No. 112. The Secretary will state the bill by title.

The LEGISLATIVE CLERK. A bill (H. R. 1165) for the relief of Richard Gregory Rundle and Baliquette Adele Rundle.

The PRESIDING OFFICER. Is there objection to the present consideration of the House bill?

Mr. WHERRY. Mr. President, should not the amendment reported by the Senate committee be attached to the House bill?

The PRESIDING OFFICER. The Chair is advised that the House bill al-

ready carries the amendment. The House bill carries the identical provisions of the Senate bill with the committee amendment.

Mr. WHERRY. I have no objection.

The PRESIDING OFFICER. Is there objection to the present consideration of the House bill?

There being no objection, the bill (H. R. 1165) for the relief of Richard Gregory Rundle and Baliquette Adele Rundle was considered, ordered to a third reading, read the third time, and passed.

The PRESIDING OFFICER. Without objection, Senate bill 282 is indefinitely postponed.

CONTROL OF PERSONS ENTERING THE UNITED STATES

The bill (S. 728) to amend section 174.1, chapter I, title 8, of the Code of Federal Regulations, relating to control pursuant to the Subversive Activities Control Act of 1950, of persons entering the United States was announced as next in order.

The PRESIDING OFFICER. The Chair is advised that there is a similar House bill on the calendar, order No. 110, H. R. 2339, although the two bills are not identical. What is the pleasure of the chairman of the Committee on the Judiciary?

Mr. McCARRAN. It is the desire of the chairman of the committee and also of the Committee on the Judiciary that the House bill be considered. The bill is satisfactory to the committee. Only one change is involved. The age of 14 is carried in the Senate bill, and the age of 16 is carried in the House bill.

Mr. HUMPHREY. Mr. President, I object. I wish to have the bill go over because I am sure it represents legislation which deserves full and complete consideration by the Senate. I am certain that is the wish of the Senate. I believe it is the wish of the chairman of the committee that the bill be discussed on its merits.

Mr. HILL. Mr. President, will the Senator withhold his objection?

Mr. HUMPHREY. I withhold my objection.

Mr. HILL. Does the Senator refer to Calendar 109 the Senate bill 728?

Mr. HUMPHREY. Yes.

Mr. HILL. The Senator will recall that the distinguished majority leader announced on Friday afternoon that after the completion of the calendar call the program would be for the distinguished Senator from Nevada [Mr. McCARRAN] to make a motion to proceed to the consideration of Senate bill 728.

Mr. HUMPHREY. That is my understanding. That is why I asked to have the bill go over.

Mr. McCARRAN. Mr. President, I am prepared to have the bill taken up when we reach the end of the calendar call.

The PRESIDING OFFICER. Calendar No. 109, Senate bill 728, and Calendar No. 110, House bill 2339, have both been objected to. The clerk will state the next business on the calendar.

TRANSPORTATION OF IRON ORE BY CANADIAN VESSELS ON GREAT LAKES DURING 1951

The bill (S. 683) authorizing vessels of Canadian registry to transport iron

ore between United States ports on the Great Lakes during 1951 was announced as next in order.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

Mr. HUMPHREY. Mr. President, is not that the wrong item on the calendar?

The PRESIDING OFFICER. The present occupant of the chair is advised that orders Nos. 111, 112, 113, 114, and 115, have been passed as House measures, when the corresponding Senate bills were reached on the call of the calendar. Those measures have been heretofore considered and passed.

Mr. McCARRAN. That brings us down to Calendar No. 118, Senate bill 683.

The PRESIDING OFFICER. The Senator is correct. Is there objection to the present consideration of the bill?

Mr. HUMPHREY. I ask that the bill go over.

The PRESIDING OFFICER. Objection is heard.

Mr. LEHMAN. Mr. President, a parliamentary inquiry.

The PRESIDING OFFICER. The Senator will state it.

Mr. LEHMAN. Am I to understand that order No. 110 has been passed over, as well as order No. 109?

The PRESIDING OFFICER. The Chair so announced.

Mr. JOHNSON of Colorado. Mr. President, will the Senator from Minnesota withhold his objection to Senate bill 683, Calendar 118?

Mr. HUMPHREY. Certainly.

The PRESIDING OFFICER. The Senator from Colorado is recognized.

Mr. JOHNSON of Colorado. Mr. President, this is a very important measure, and it is very important that it be passed now, because there are simply not enough ships to carry the iron ore being shipped on the Great Lakes. Our committee has very reluctantly agreed to let the ore be shipped in Canadian vessels. We complained very bitterly about the situation, but in spite of all the complaining we have done, the United States and its shipping interests simply do not have an adequate number of ships.

In order to produce steel, we must get the ore down the lakes in Canadian vessels at the present time. I have made inquiry on behalf of my committee, and I have asked several questions. One of the questions which I asked was as follows:

How many ore-carrying vessels have been scrapped, and how many have been acquired from 1941 to date?

The answer to that question is that since 1941, 30 obsolete United States Great Lakes iron-ore-carrying vessels have been scrapped.

I also asked the following question:

What are the plans for acquiring and maintaining an American ore-carrying fleet to meet the transportation needs for the estimated future demands for iron ore?

The next question was:

What is the status of these plans?

I shall place all these questions and answers in the RECORD.

I am informed that plans are now under way for the construction of 14 vessels, and that the vessels themselves are under construction. They will have a total carrying capacity of 9,380,000 tons. Most of those vessels will not be completed until 1952. One of them will be completed on June 1, 1951, and the remainder in 1952.

Mr. President, that is the situation with which we are faced. I ask unanimous consent to have printed in the RECORD at this point as a part of my remarks the reply to my questions on this subject.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

JOHNSON, BRANAND & JAEGER,
Cleveland, Ohio, February 24, 1951.

Hon. EDWIN C. JOHNSON,
Chairman, Committee on Interstate and Foreign Commerce, United States Senate, Washington, D. C.

DEAR SENATOR JOHNSON: Reference is made to your letter of February 19. Your reluctance to legislate any waiver of the coast-wise laws is fully appreciated. Those laws have a long history in the United States and are firmly supported by sound national policy.

It is true that the Nation's participation in World War II and conditions which followed created an unprecedented imbalance in the demand by the Nation's steel industry for Lake Superior iron ore and United States vessel capacity on the Great Lakes capable of transporting iron ore. The stark fact is that there has been a deficiency in such vessel capacity.

You and other members of your committee have heretofore expressed concern respecting these repeated requests of the producers and shippers of Lake Superior iron ore and sometimes interested governmental agencies, for legislation permitting Canadian vessels to transport iron ore between United States ports on the Great Lakes. That concern has been shared by United States vessel operators on the Great Lakes.

It is my view that the great economic uncertainties following World War II and high construction costs were the principal factors in deterring new construction. As will subsequently appear in this letter, the deterrents have apparently been swept aside and United States operators of Great Lakes vessels have now entered into contracts and made definite plans for the construction of new vessels which, it would seem, should cure the deficiency within 2 years.

In your letter of February 19 you requested that I furnish you information on 6 questions. The following information is submitted in response to those questions:

Your question:

"1. How many ore carrying vessels have been scrapped and how many have been acquired from 1941 to date?"

Since 1941, 30 obsolete United States Great Lakes iron ore carrying vessels have been scrapped. Those vessels had an aggregate per season iron ore carrying capacity of about 6,000,000 gross tons. They were all traded in during 1943 to the Maritime Commission under the provisions of section 510, Merchant Marine Act 1936, as part payment for 16 large iron ore carrying vessels built by the Commission and sold to the operators of the obsolete vessels.

Since 1941 United States operators on the Great Lakes have acquired through direct construction or purchase, 22 new large iron ore carrying vessels having an aggregate per season carrying capacity of iron ore of about 13,000,000 gross tons. Included in these 22 vessels are the 16 vessels which were constructed by the Maritime Commission and sold to Great Lakes operators and as to

which the 30 obsolete vessels were traded in. All of the 22 new vessels are under United States flag.

Your questions:

"2. What are their plans for acquiring and maintaining an American ore carrying fleet to meet the transportation needs for the estimated future demands for iron ore?"

"3. What is the status of these plans?"

Since midsummer 1950, several United States operators of Great Lakes vessels have announced the placing of contracts for the construction of new United States vessels for the transportation of iron ore on the Great Lakes. The announcements have contained details with respect to the number of vessels, their approximate carrying capacity and probable date of completion. From those announcements the following table has been compiled:

Table of construction of new Great Lakes United States iron-ore-carrying vessels

Name of company	Number of vessels under construction	Year of completion	Per season gross ton carrying capacity
Bethlehem Steel Co.	2	1952	1,250,000
Cleveland Cliffs Steamship Co.	1	1951	1,200,000
Columbia Transportation Co.	1	1952	
Ford Motor Co.	2	1952	1,400,000
Interlake Steamship Co.	1	1953	700,000
National Steel Corp.	2	1952	1,300,000
Pioneer Steamship Co.	1	1952	750,000
Pittsburgh Steamship Co.	1	1952	650,000
Pittsburgh Steamship Co.	3	1952	2,100,000
Total	14		9,380,000

¹ June.

The exact date of completion of these vessels is necessarily uncertain. The number of berths on the Great Lakes for these exceedingly large vessels is limited. Shipyard schedules are tight and they depend upon many factors. It will be unusual if there are not delays along the line. My information is, however, that at least four of these vessels are supposed to be completed not later than the opening of navigation 1952. Contracts for the construction of all of the other vessels call for their completion sometime during the season of 1952, except the vessel being constructed for the Ford Motor Co. which is scheduled for completion in 1953.

It will be noted from the table that one of the vessels being acquired by Cleveland Cliffs Steamship Co. is scheduled for completion in June 1951. My information is that this one vessel is a former Victory ship, which is being reconstructed and converted for transportation of iron ore on the Great Lakes at the shipyard at Sparrows Point, Md. The vessel will then be moved to the Great Lakes via the Mississippi River and the Chicago Drainage Canal.

Your attention is especially directed to the aggregate per season iron ore carrying capacity of these vessels for which construction contracts have been made. That capacity will be 9,380,000 gross tons of iron ore between United States ports in 1950 and 1,935,869 gross tons in 1949.

While no authentic information is available to me, it is reported that Wisconsin-Michigan Steamship Co. and T. H. Browning Steamship Co., both of which are United States operators, have acquired six C-4 vessels under the provisions of Public, 856, Eighty-first Congress, second session, amending the Merchant Ship Sales Act of 1946 to provide for sale of not more than 10 vessels subject to that act for use on the Great Lakes. It is also reported that these vessels are to be converted for transportation of iron ore on the Great Lakes. If they are so converted, my information is that their aggregate per season iron ore

carrying capacity will be about 2,800,000 gross tons.

In addition to the construction of new iron ore carrying vessels, Bradley Transportation Co. and American Steamship Co., both of which are also United States operators, have placed contracts for the construction of two large self-unloader vessels. These two vessels will have a combined trip cargo carrying capacity of about 37,000 gross tons (a pre-season carrying capacity of at least 2,000,000 gross tons) and will be operated primarily in the transportation of limestone, self-unloader vessels not ordinarily being suitable for the transportation of iron ore. Large volumes of limestone are used by the furnaces in the manufacture of steel and the conventional bulk vessels transport some limestone as well as iron ore. These self-unloader vessels, therefore, would have the effect of releasing for the iron ore trade some United States vessel capacity which is now necessary for the transportation of limestone.

It should also be mentioned that a very extensive program of modernization of existing vessels is underway by United States vessel operators. That modernization results in enlarged cargo carrying capacity and increased speed. While the aggregate vessel which is being modernized this year and the per season iron ore carrying capacity of which will be increased by approximately 80,000 gross tons.

Your question:

"4. What are their plans for constructing ore carriers in foreign countries and will these vessels be registered under foreign flags?"

To my knowledge Great Lakes vessel operators have no plans for the construction of vessels in foreign countries and the operation of such vessels under foreign flag in the transportation of iron ore between ports on the Great Lakes.

Your question:

"5. Are any United States flag ore carriers currently slated to be removed from the Great Lakes?"

To my knowledge, no United States flag iron ore carrying vessels are slated to be removed from the Great Lakes.

Your question:

"6. Do American steel or shipping companies have any financial interest in the Canadian companies that operated ore carriers between American Great Lakes ports in 1950?"

To my knowledge, neither American steel nor shipping companies have any financial interest in Canadian companies whose vessels transported iron ore between United States ports on the Great Lakes during the season of 1950.

Should you desire any further information, you are assured that I will use my best efforts to obtain such information for you.

Very truly yours,

GILBERT R. JOHNSON,
Counsel, Lake Carriers' Association.

Mr. HUMPHREY. Mr. President, I thank the Senator from Colorado for his explanation. I am more than happy to withdraw my objection in view of the explanation. I merely wished to bring to the Senator's attention the fact that there has been a great deal of complaint about the failure to build an adequate tonnage of vessels for Great Lakes ore shipping. In view of what the Senator has pointed out as to the construction program, it is evident that a sensible program is under way. If it does not prove adequate, at least it will have a measure of adequacy. With that statement, I withdraw my objection.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

Mr. MAGNUSON. Mr. President, I was not present at the beginning of the discussion, but I think the RECORD should show, for the benefit of the Senator from Minnesota, and other Senators from States which border on the Great Lakes, that this subject has been before the committee of the distinguished Senator from Colorado and myself for some time. We have reluctantly continued to extend the right to use Canadian-flag vessels in this trade. I believe that the last time such a bill was under consideration I assured the Senate that that would be the last time we would extend such a privilege. However, it has turned out, apparently, that there are needed 91,500,000 long tons of iron ore to maintain our steel capacity, and the capacity of the lake-iron ore fleet is only 82,000,000 long tons. We are hoping that this situation will bring to the attention not only of the Congress but of the carriers on the Lakes, the necessity for a ship-building program. At the risk of changing my mind again, I assure the Senate that I hope this will be the last time that this privilege will be extended for another year.

Mr. HUMPHREY. I thank the Senator. One of the reasons why I objected to consideration of the bill was that I wished to bring to the attention of the Senate, and of those who are supposed to be transporting iron ore, their responsibilities.

I also point out that despite the present car shortage and the congestion upon the railroad transportation facilities, a vast amount of iron ore will have to be hauled by rail, at a very heavy cost to the processors of the iron ore and ultimately to consumers. Rail-freight rates are much higher than lake-freight rates. It seems to me that the railroad system and the water-transportation system are not meeting their obligations in terms of transportation. I bring this suggestion to the attention of the chairman of the Committee on Interstate and Foreign Commerce, because it is the responsibility of that committee and of the Congress to make the carriers come to time in terms of their responsibility to the American people to furnish efficient service.

The PRESIDING OFFICER. Is there objection to the present consideration of Senate bill 683?

There being no objection, the bill (S. 683) authorizing vessels of Canadian registry to transport iron ore between the United States and ports on the Great Lakes during 1951, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That, by reason of emergency conditions in transportation on the Great Lakes, notwithstanding the provisions of section 27 of the act of June 5, 1920 (41 Stat. 999), as amended by act of April 11, 1935 (49 Stat. 154), and by act of July 2, 1935 (49 Stat. 442), or the provisions of any other act, or regulation, vessels of Canadian registry shall be permitted to transport iron

ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate.

AVIATION WAR-RISK INSURANCE—BILL PASSED OVER

The bill (S. 435) to amend the Civil Aeronautics Act of 1938, as amended, and for other purposes, was announced as next in order.

Mr. NIXON. Mr. President, I ask that this bill go over for further study.

The PRESIDING OFFICER. Objection is heard. The bill will be passed over.

Mr. JOHNSON of Colorado. Mr. President, I ask unanimous consent to have printed in the RECORD, at this point, an analysis of the bill by Mr. Tipton, who is counsel for the Air Transport Association in order that the bill may be better understood.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

WAR RISK INSURANCE BILL, S. 435—USE OF NONDOMESTIC INSURANCE COMPANIES AS AGENTS

A question has been raised about the provision of S. 435 which authorizes the Secretary of Commerce to appoint nondomestic insurance companies as his agents for issuing war risk coverage. The corresponding marine law, in section 1209 (d), permits the Secretary to use only domestic insurance companies for this purpose, whereas section 1307 (d) of S. 435 would permit him to use any company authorized to sell insurance in any State of the United States.

When the marine bill was enacted, the Senate passed the bill without a limitation on the companies which could be used as agents, but the House insisted on the limitation, and the Senate accepted.

The question now being raised is whether S. 435 should conform with the marine bill. Two reasons are given for limiting the Secretary to domestic companies. First, by using nondomestic companies as agents, such companies would secure business secrets, and secondly, by employing nondomestic companies the United States Government would be paying money to foreign companies. Neither of these arguments justifies a change in the language of S. 435.

With respect to the acquisition of secrets, the Secretary's employment of nondomestic companies as agents will permit them to secure no more information than they already have. Such nondomestic companies now write commercial insurance for a wide variety of businesses, and because of that activity are already in possession of all the facts they require to underwrite risks. Thus, one of the leading aviation insurance underwriting groups, consisting in part of English companies, already insures a large number of important airlines. The appointment of this group to serve as agents to sell war-risk insurance will give them no more data in the business than they now have. Furthermore, both the marine law, in section 1207 (a), and S. 435, in section 1305 (a), authorizes the Secretary to insure, reinsure, etc., any insurance company authorized to engage in the insurance business in any State of the United States, which would include nondomestic companies. In this way those companies could acquire more information than is given them as agents. The failure to appoint such nondomestic companies as agents would not curtail the normal insurance sold by those companies, but it would contravene a long-established State govern-

ment policy of admitting nondomestic companies to do an insurance business.

The objection to having the Secretary pay United States Government money in the form of underwriting commissions to such nondomestic companies deals only with relatively small sums which represent savings to our Government, because our Government would obtain services of persons who are already well informed on the insurance problems of the persons seeking war-risk insurance. A refusal to deal with such companies or an attempt to discourage the use of such companies would not only conflict with long-standing policy, but would be a hardship on thousands of American employees who now manage those companies in this country.

The amendment of section 1307 (d) of S. 435, which now enables the Secretary to use nondomestic companies as agents, would not only fail to achieve the named purposes of amendment, but would inconvenience both the Secretary and the airlines in the administration of the war-risk program. Thus, Associated Aviation Underwriters presently insures large American airlines, but some of its insurance members are nondomestic companies, although most are American companies. Nevertheless, it would not be able to serve as agent for the Secretary. The airlines would have to buy their war-risk insurance from some other company, which is now unfamiliar with their affairs. This would require that the Secretary rely on an agent less experienced than Associated and compel the airlines to use new insurance vendors. The Department of Commerce personnel, which are administering the marine war risk insurance bill, pointed out the inconvenience which is compelled by this limitation in the marine war risk bill, and they recommended strongly that the limitation be kept out of the aviation war risk legislation.

CONTINUATION OF PROVISIONS OF HOUSING AND RENT ACT OF 1947

The joint resolution (S. J. Res. 39) to continue for a temporary period the provisions of the Housing and Rent Act of 1947, as amended, was announced as next in order.

Mr. HILL. Mr. President, this is a joint resolution to which the Senator from South Carolina [Mr. MAYBANK], chairman of the Committee on Banking and Currency, addressed himself at the beginning of the session. In view of what was said at that time with reference to the temporary absence of the Senator from Washington [Mr. CANN], I ask that the joint resolution go to the foot of the calendar.

The PRESIDING OFFICER. Without objection, that course will be followed.

The clerk will state the next business on the calendar.

JAMES SHELLENBERGER, JR.

The bill (S. 699) for the relief of James Shellenberger, Jr., was announced as next in order.

Mr. HILL. Mr. President, reserving the right to object, I have not examined the bill carefully, but it seems to me that we should have some explanation of it. I notice that the Department of Justice concurs in the recommendation of the Department of the Army. The Department of the Army recommended a sum not of \$50,000, as the bill provides, but of \$20,000. May we have an explanation from the distinguished chairman of the committee?

Mr. McCARRAN. Mr. President, the beneficiary under this claim is a little boy, now a child of 4 years. He was born on January 8, 1947, in an Army hospital in Italy. At the time of birth a solution labeled "1 percent silver nitrate" was dropped into each eye. The solution was, in fact, not what the label indicated, but was much stronger, and had the effect of completely destroying the sight of one eye and impairing the vision of the other by at least 50 percent. The child will go through life with this physical handicap.

The Army admits that the accident was caused by its negligence. The committee gave careful consideration to the bill, discussing the question at three different meetings. The committee is of the opinion that \$50,000 is not excessive considering the magnitude of the injuries to this child.

Mr. HILL. Mr. President, will the Senator yield?

Mr. McCARRAN. I yield.

Mr. HILL. As I understand, because of negligence on the part of the Government agent, the child has completely lost the sight of one eye.

Mr. McCARRAN. Completely.

Mr. HILL. And has only half vision in the other eye. Is that correct?

Mr. McCARRAN. The Senator is correct.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

Mr. JOHNSTON of South Carolina. Mr. President, I ask that the bill be passed over. I wish to look into it.

The PRESIDING OFFICER. Objection is heard, and the bill will be passed over.

HERK VISNAPUU AND HIS WIFE NAIMA

The bill (S. 261) for the relief of Herk Visnapuu and his wife, Naima, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, That, for the purposes of the immigration and naturalization laws, Herk Visnapuu and his wife, Naima, shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this act, upon payment of the required visa fees and head taxes. Upon the granting of permanent residence to such aliens as provided for in this act, the Secretary of State shall instruct the proper quota-control officer to deduct appropriate numbers from the first available appropriate quota or quotas.

RUZENA PELANTOVA

The bill (S. 249) for the relief of Ruzena Pelantova was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That, for the purposes of the immigration and naturalization laws, Ruzena Pelantova shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this act, upon payment of the required visa fee and head tax. Upon the granting of permanent residence to such alien as provided for in this act, the Secretary of State shall instruct the proper quota-control officer to deduct one number from the appropriate

quota for the first year that such quota is available.

LILY PFANNENSCHMIDT

The bill (S. 277) for the relief of Lily Pfannenschmidt was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That, for the purposes of the immigration and naturalization laws, Lily Pfannenschmidt shall be held and considered to have been lawfully admitted to the United States for permanent residence as of the date of the enactment of this act, upon payment of the required visa fee and head tax. Upon the granting of permanent residence to such alien as provided for in this act, the Secretary of State shall instruct the proper quota officer to deduct one number from the appropriate quota for the first year that such quota is available.

LYOYD F. STEWART

The bill (S. 300) for the relief of Lloyd F. Stewart was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Lloyd F. Stewart (Army serial No. 2358798), of Linton, N. Dak., the sum of \$44.83, in full satisfaction of his claim against the United States for refund of amounts deducted from his Army pay during World War I for application to the purchase of a \$50 Third Liberty Loan Bond: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

SUSPENSION OF DEPORTATION OF CERTAIN ALIENS

The concurrent resolution (S. Con. Res. 15) favoring the suspension of deportation of certain aliens was considered and agreed to.

(For text of above concurrent resolution see CONGRESSIONAL RECORD, February 26, 1951, pp. 1551-1553.)

ALICE DE BONY DE LAVERGNE

The Senate proceeded to consider the bill (S. 463) for the relief of Alice de Bony de Laverne, which had been reported from the Committee on the Judiciary with an amendment to strike out all after the enacting clause and insert:

That, notwithstanding the provisions of the first and ninth categories of section 3 of the Immigration Act of 1917, as amended (8 U. S. C. 136 (a) and (d)), Alice de Bony de Laverne may be admitted to the United States for permanent residence provided she is found otherwise admissible under the provisions of the Immigration laws: *Provided*, That there be given a suitable and proper bond or undertaking, approved by the Attorney General, in such amount and containing such conditions as he may prescribe, to the United States and to all States, Territories, counties, towns, municipalities, and districts thereof holding the United States and all States, Territories, counties, towns, municipalities, and districts thereof harmless against Alice de Bony de Laverne becoming a public charge.

The amendment was agreed to.

IN THE HOUSE OF REPRESENTATIVES

MARCH 15, 1951

Referred to the Committee on Merchant Marine and Fisheries

AN ACT

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, by reason of emergency conditions in transportation
4 on the Great Lakes, notwithstanding the provisions of section
5 27 of the Act of June 5, 1920 (41 Stat. 999), as amended
6 by Act of April 11, 1935 (49 Stat. 154), and by Act of
7 July 2, 1935 (49 Stat. 442), or the provisions of any other
8 Act, or regulation, vessels of Canadian registry shall be per-
9 mitted to transport iron ore between United States ports on
10 the Great Lakes until December 31, 1951, or until such
11 earlier time as the Congress by concurrent resolution or the
12 President by proclamation may designate.

Passed the Senate March 12, 1951.

Attest:

LESLIE L. BIFFLE,

Secretary.

82ND CONGRESS
1ST SESSION

S. 683

AN ACT

Authorizing vessels of Canadian registry to
transport iron ore between United States
ports on the Great Lakes during 1951.

MARCH 15, 1951

Referred to the Committee on Merchant Marine and
Fisheries



1000

1000

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Graham
Gross
Hale
Halleck
Hand
Harrison, Va.
Hertel
Heselton
Hess
Hillings
Hinshaw
Hoffman, Mich.
Holmes
Hope
Hull
Hunter
Jackson, Calif.
Jensen
Jones
Woodrow W.
Judd
Kean
Kearney
Kearns
Keating
Kersten, Wis.
Kilburn

LeCompte
Lovre
McConnell
Mack, Wash.
Martin, Iowa
Meader
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Miller, Md.
Miller, Nebr.
Morton
Nicholson
Norblad
O'Hara
Phillips
Pickett
Potter
Prouty
Reece, Tenn.
Reed, Ill.
Reed, N. Y.
Rogers, Fla.
Rogers, Mass.
St. George
Schwabe
Scott
Hugh D. Jr.
Scudder

Shafer
Short
Simpson, Ill.
Simpson, Pa.
Sittler
Smith, Va.
Taber
Talle
Thompson,
Mich.
Tollefson
Towe
Van Pelt
Van Zandt
Vaughn
Velde
Vorys
Vursell
Weichel
Werdell
Wigglesworth
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Bryson
Burdick
Burleson
Burnside
Burton
Camp
Canfield
Cannon
Carnahan
Celler
Chelf
Chudoff
Cooley
Cresser
Davis, Ga.
Denton
Dorn
Doyle
Eberharter
Elliott
Evins
Fallon
Feighan
Fisher
Flood
Fogarty
Forand
Forrester
Frazier
Garmatz
Gary
Granahan
Granger
Grant
Greenwood

Gregory
Hagen
Hall
Edwin Arthur
Hardy
Harris
Hart
Havener
Hays, Ark.
Hébert
Herlong
Howell
Irving
Jackson, Wash.
James
Javits
Jones, Ala.
Jones,
Hamilton C.
Karsten, Mo.
Kelley, Pa.
Keogh
Kilday
King
Kirwan
Lane
Lanham
Lantaff
Lind
Lucas
McCarthy
McGrath
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Mack, Ill.
Madden
Magee
Mahon
Mansfield
Marshall
Morano
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Price
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Rabaut
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Rankin
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Elley
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Robeson
Rodino
Rogers, Colo.
Rogers, Tex.
Rooney
Roosevelt
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Secrest
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Shelley
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Bakewell
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Barrett
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Beckworth
Bennett, Mich.
Berry
Blackney
Blatnik
Bolton
Bonner
Bosone
Bow
Boykin
Bray
Brooks
Brownson
Buchanan

Buckley
Bush
Byrne, N. Y.
Clemente
Cole, Kans.
Combs
Cooper
Corbett
Crumpacker
Curtis, Nebr.
Davis, Tenn.
Dawson
Deane
DeGraffenried
Delaney
Dempsey
Dingell
Dollinger
Donohue
Donovan
Durham
Elston
Engle
Fernandez
Fine
Fugate
Fulton

Furcolo
Gavin
Gillette
Golden
Gordon
Gore
Green
Gwinn
Hall,
Leonard W.
Harden
Harrison, Wyo.
Harvey
Hays, Ohio
Hedrick
Heffernan
Heller
Hill
Hoeven
Hoffman, Ill.
Holifield
Horn
Jarman
Jenison
Jenkins
Johnson
Jonas

Jones, Mo.
Kee
Kelly, N. Y.
Kennedy
Kerr
Klein
Kluczynski
Larcade
Latham
Lesinski
Lyle
McCormack
McCulloch
McDonough
McGregor
McMullen
McVey
Machrowicz
Martin, Mass.
Mason
Miller, Calif.
Miller, N. Y.
Mills
Mitchell
Morris
Morrison
Moulder

Mumma
Murphy
Murray, Tenn.
Murray, Wis.
Nelson
O'Konski
O'Neill
Ostertag
O'Toole
Patman
Philbin
Poulson
Powell
Radwan
Redden
Rees, Kans.
Regan
Rhodes
Richards
Richman
Sabath
Saylor
Scott, Hardie
Scrivner
Sheehan
Sheppard
Sieminski

Smith, Kans.
Smith, Wis.
Springer
Stanley
Stefan
Stockman
Sutton
Tackett
Taylor
Thomas
Vail
Vinson
Welch
Wharton
Wheeler
Wickersham
Widnall
Williams, Miss.
Williams, N. Y.
Wilson, Ind.
Withrow
Wood, Idaho
Woodruff
Yorty
Zablocki

Mr. Richards with Mr. Saylor.
Mr. Redden with Mr. Nelson.
Mr. Sutton with Mr. Curtis of Nebraska.
Mr. Tackett with Mr. McDonough.
Mr. Wheeler with Mr. Beamer.
Mr. Mitchell with Mr. McVey.
Mr. Dingell with Mr. Angell.
Mr. Green with Mrs. Bolton.
Mr. Philbin with Mr. Bennett of Michigan.
Mr. Deane with Mr. Bakewell.

Mr. GATHINGS changed his vote from "nay" to "yea."

The result of the vote was announced as above recorded.

The SPEAKER. The Clerk will report the next amendment on which a separate vote has been demanded.

The Clerk read as follows:

Page 15, strike out beginning with line 12 down through line 18.

The SPEAKER. The question is on the amendment.

Mr. GARY. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were refused.

The question was taken; and on a division (demanded by Mr. HARRIS and Mr. HINSHAW) there were—yeas 147, nays 56.

Mr. GARY. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER. The Chair will count. [After counting.] Two hundred and thirty-four Members are present, a quorum.

So the amendment was agreed to.

The SPEAKER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER. The question is on the passage of the bill.

Mr. GARY. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were refused.

So the bill was passed.

A motion to reconsider was laid on the table.

Mr. GARY. Mr. Speaker, I ask unanimous consent that all Members may have five legislative days to revise and extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Virginia?

There was no objection.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Woodruff, its enrolling clerk, announced that the Senate had passed without amendment a joint resolution and concurrent resolution of the House of the following titles:

H. J. Res. 173. Joint resolution to amend and extend the provisions of the District of Columbia Emergency Rent Act, as amended; and

H. Con. Res. 83. Concurrent resolution providing for the adjournment of the House from March 22, 1951, until April 2, 1951.

AUTHORIZING VESSELS OF CANADIAN REGISTRY TO TRANSPORT IRON ORE BETWEEN UNITED STATES PORTS ON THE GREAT LAKES DURING 1951

Mr. HART. Mr. Speaker, I ask unanimous consent for the immediate con-

So the amendment was rejected.

The Clerk announced the following pairs:

On this vote:

Mr. Elston for, with Mr. Kerr against.
Mr. McGregor for, with Mr. Moulder against.

Mr. Leonard W. Hall for, with Mr. Miller of California against.

Mr. McCulloch for, with Mr. O'Neill against.
Mr. Anderson of California for, with Mr. Machrowicz against.

Mr. Richman for, with Mr. Yorty against.
Mr. Miller of New York for, with Mr. O'Toole against.

Mrs. Harden for, with Mr. Buchanan against.

Mr. Rees of Kansas for, with Mr. Furcolo against.

Mr. Fugate for, with Mr. Anfuso against.
Mr. Quinn for, with Mr. Holifield against.

Mr. Taylor for, with Mr. Combs against.
Mr. Latham for, with Mr. Blatnik against.

Mr. Eaton for, with Mr. Hedrick against.
Mr. Mason for, with Mr. Rhodes against.

Mr. Hoeven for, with Mr. Sieminski against.
Mr. Gillette for, with Mr. Barrett of Pennsylvania against.

Mr. Jenkins for, with Mr. Engle against.
Mr. Ostertag for, with Mr. Fine against.

Mr. Poulson for, with Mr. Dollinger against.
Mr. Sheehan for, with Mr. Donohue against.

Mr. Gavin for, with Mr. Morrison against.
Mr. Smith of Wisconsin for, with Mr. Gordon against.

Mr. Jonas for, with Mr. Zablocki against.
Mr. Hoffman of Illinois for, with Mr. Clemente against.

Mr. Woodruff for, with Mr. Delaney against.
Mr. Allen of Illinois for, with Mr. Klein against.

Mr. Bow for, with Mrs. Kelly of New York against.

Mr. Blackney for, with Mr. Jarman against.

Mr. Jenison for, with Mr. McCormack against.

Mr. Wharton for, with Mr. Heller against.

Mr. Williams of New York for, with Mr. Heffernan against.

Until further notice:

Mr. Jones of Missouri with Mr. Martin of Massachusetts.

Mr. Williams of Mississippi with Mr. Corbett.

Mrs. Bosone with Mr. Fulton.

Mr. Bonner with Mr. Cole of Kansas.

Mr. Boykin with Mr. Harvey.

Mr. Brooks with Mr. Hill.

Mr. Stanley with Mr. Horan.

Mr. Lesinski with Mr. Johnson.

Mr. Fernandez with Mr. Wilson of Indiana.

Mr. Powell with Mr. Widnall.

Mr. Welch with Mr. Stefan.

Mr. Kluczynski with Mr. Smith of Kansas.

Mr. Hays of Ohio with Mr. Scrivner.

sideration of the bill (H. R. 2338) authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from New Jersey?

Mr. AUGUST H. ANDRESEN. Mr. Speaker, reserving the right to object, as I understand, this bill permits the use of Canadian vessels to haul ore.

Mr. HART. That is right.

Mr. AUGUST H. ANDRESEN. There are some of us insisting on having Canadian vessels also haul grain. It is my understanding that an amendment would be offered to this bill so that the Canadian vessels could haul the grain as well as ore.

Mr. HART. That matter was considered, I will say to the gentleman, in committee this morning, and it was decided, because of the essence of time with respect to the carrying of ore, that we would report out a bill dealing with grain later.

Mr. AUGUST H. ANDRESEN. Then there will be other legislation which will permit the use of Canadian vessels to haul grain?

Mr. HART. I am sure there will be, and I am sure it will be done right after the Easter recess. The matter was discussed rather fully this morning, and the only reason grain was not included in the measure now before us was because time was of such essence for the transportation of the ore that it was thought better to introduce a separate bill respecting the transportation of grain.

Mr. AUGUST H. ANDRESEN. I may say to the gentleman that it will be probably 30 days, at least, before the ice is out of the Great Lakes, so there may be ample time to amend this bill. I do not want to oppose this bill, the gentleman understands.

Mr. HART. I understand that, sir, and I appreciate it. But our information was to the effect that the ice would soon be breaking, and transportation would soon begin on the Great Lakes. In fact, it was stated to me informally that they expected transportation to open on March 24, and certainly not later than the middle of April.

Mr. AUGUST H. ANDRESEN. I would like to have the gentleman know and the RECORD show that our storage capacity for grain out through the great Midwest is filled up to the limit. We are not able to get boxcars to ship that grain out of there, and we must use the Great Lakes as much as we can. We need boats to do so, and if the gentleman will bring up this other legislation, which I am sure he or some member of his committee will do, then we may be able to use those Canadian boats to haul the grain because of lack of other facilities.

Mr. HART. I will say that the gentleman from New York [Mr. BUTLER] expressed great interest in the transportation of grain this morning and I gave him the assurance and I give the gentleman the assurance that upon the introduction of a bill there will be no time lost in bringing it up.

Mr. BUTLER. Mr. Speaker, if the gentleman will yield, the bill is already

prepared and I will drop it in the hopper tomorrow.

The SPEAKER. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

The Clerk read the bill, as follows:

Be it enacted, etc., That, if reason of emergency conditions in transportation on the Great Lakes, notwithstanding the provisions of section 27 of the act of June 5, 1920 (41 Stat. 999), as amended by act of April 11, 1935 (49 Stat. 154), and by act of July 2, 1935 (49 Stat. 442), or the provisions of any other act or regulation, vessels of Canadian registry shall be permitted to transport iron ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

Mr. HART. Mr. Speaker, I ask unanimous consent for the immediate consideration of the bill (S. 683) authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951. This is identical with the House bill just passed.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

The Clerk read the bill, as follows:

Be it enacted, etc., That, by reason of emergency conditions in transportation on the Great Lakes, notwithstanding the provisions of section 27 of the act of June 5, 1920 (41 Stat. 999), as amended by act of April 11, 1935 (49 Stat. 154), and by act of July 2, 1935 (49 Stat. 442), or the provisions of any other act, or regulation, vessels of Canadian registry shall be permitted to transport iron ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate.

The bill was ordered to be read a third time, was read the third time and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 2338) was laid on the table.

PERMISSION TO ADDRESS THE HOUSE

Mr. RIBICOFF. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks and include a letter from the Secretary of State.

The SPEAKER. Is there objection to the request of the gentleman from Connecticut?

There was no objection.

THE McMAHON-RIBICOFF RESOLUTION

Mr. RIBICOFF. Mr. Speaker, a short time ago I introduced House Concurrent Resolution 57 intended to express the peaceful intentions of the United States and the friendship of the American people for all other peoples, and especially for the people of the Soviet Union. Two colleagues, the gentleman from North Carolina [Mr. CHATHAM] and the gentleman from New Jersey [Mr. HOWELL], introduced similar measures in the House. In the other body a similar

resolution was introduced by the senior Senator from Connecticut [Mr. McMAHON], with the support of 22 distinguished Members of that body. This resolution has come to be known as the McMahon-Ribicoff resolution.

A few days ago an inquiry was sent from the Committee on Foreign Affairs to the Secretary of State asking his views on House Concurrent Resolution 57. He has sent an answer which I believe to be a state paper of high order. It appears at the end of my remarks.

The Committee on Foreign Affairs plans to take this resolution up for action in the near future. In due course it will come before the House. I trust that it will draw overwhelming support so that its important message may be helped to pierce the iron curtain with the utmost effectiveness.

This resolution and the Secretary of State's able explanation of its importance in our national policy concern matters far above the plane of party differences. They lie at the heart of the hopes and intentions which unite us as a people.

Our hope is for peace—a peace based not simply on moral default to the enemies of liberty and reason, but a peace representing a common quest of the things that are good and decent in the world's life. Peace is not just the absence of violence. Peace means influencing the world environment in ways that we honestly believe to be consistent with our duty to ourselves and conducive to the growth of dignity and decency in world affairs, not to their decline.

Our earnest hope is that the men who rule the Soviet Union can be caused to permit an honest statement of our intentions to go through to the peoples under their control. Even without their help, we must use every practical means of getting the truth through the iron curtain.

As rational men, believing in peace, we must miss no chance to get over to the Soviet rulers the idea of their historic opportunity to help in setting the world on a new and hopeful course.

DEPARTMENT OF STATE,
Washington, March 20, 1951.

The Hon. JOHN KEE,
Chairman, Committee on Foreign Affairs,
House of Representatives,
Washington, D. C.

DEAR MR. KEE: Your letter of March 7, 1951, gives me opportunity to endorse explicitly and emphatically the McMahon-Ribicoff resolution reaffirming the abiding friendship of the American people for all other peoples, including the peoples of the Soviet Union.

I wish to commend the legislative initiative in this vital matter. I hope that it will prove possible to have favorable action completed by the Congress in the near future. I am sending a similar letter to the Chairman of the Committee on Foreign Relations of the United States Senate.

Three aspects of the resolution impress me particularly.

The first is the voicing of the American people's fervent, profound desire for peace. The resolution well expresses this as our goal now and ever. After taking note of the "terrible danger to all free peoples" as the circumstance compelling us reluctantly to rearm, the resolution affirms that we "desire neither war with the Soviet Union nor the terrible consequences of such a war." It

Public Law 15 - 82d Congress
Chapter 25 - 1st Session
S. 683

AN ACT

Authorizing vessels of Canadian registry to transport iron ore between United States ports on the Great Lakes during 1951.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, by reason of emergency conditions in transportation on the Great Lakes, notwithstanding the provisions of section 27 of the Act of June 5, 1920 (41 Stat. 999), as amended by Act of April 11, 1935 (49 Stat. 154), and by Act of July 2, 1935 (49 Stat. 442), or the provisions of any other Act, or regulation, vessels of Canadian registry shall be permitted to transport iron ore between United States ports on the Great Lakes until December 31, 1951, or until such earlier time as the Congress by concurrent resolution or the President by proclamation may designate.

Approved March 29, 1951.



